

THE VICTORIA DAILY STANDARD.

VOLUME 7.

VICTORIA, V. I., FRIDAY MORNING, OCTOBER 3, 1873.

NUMBER 90.

THE DAILY STANDARD.
PUBLISHED BY
T. H. LONG & CO.

TERMS.

One Year.....\$10 00
Six Months.....5 00
Three Months.....2 50
One Week.....1 25

WEEKLY STANDARD,
PUBLISHED EVERY TUESDAY MORNING.

TERMS.

One Year, without Premium.....\$5 00
One Month.....2 50
Three Months.....1 25
Single Copies.....12 50

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J. P. BROWN, 100 Bay Street, New York
New York and Boston's Businesses.
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**DEIGHTON'S
HOTEL,
GRANVILLE.**

THIS NEWLY CONSTRUCTED AND
Commodious Hotel, is situated close to Hastings
Bay Mill, on Burrow Tail.

The entire establishment is fitted up with all the comforts of a
Hotel. The furniture and everything connected with the
fittings are new. The large and comfortable dining-rooms are
decorated in every respect with care, and are under the
experience management of

MRS. THOS. DEIGHTON.

Granville is in daily communication with New West-
minister, Victoria, Esquimalt, and Nanaimo.
For Invalids or Sportsmen, no better location can be
found in the Province, and the charges will be found to
suit the times.

JOHN DEIGHTON, Proprietor.

RACES!
THE KEREMEEOOS
(SHIMKAMEN)

Annual Fall Meeting

will be held on

Wednesday and Thursday,
October 29th and 30th.

RACES TO COMMENCE EACH DAY AT 12 O'CLOCK

FIRST DAY.

1st Race—Pontoon Plate, ½ mile, single dash; free
for all horses; catch weights. Entrance \$10 with \$25
added.

2nd Race—Obstacles Stake, ½ mile, single dash; free
for all horses; catch weights. Entrance \$10 with \$25
added.

3rd Race—Keremeos Derby, 1 mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

4th Race—Stewards' Stake, ½ mile; single dash; for
Indian horses only. Entrance \$5 with \$15 added.

SECOND DAY.

1st Race—Rock Creek Plate, ½ mile; catch weights,
Entrance \$10 with \$25 added.

2nd Race—Keremeos Stake, ½ mile; single dash;
catch weights. Entrance \$10 with \$25 added.

3rd Race—Keremeos Cup, ½ mile; single dash; for
horses of all ages; 3 years old and upwards. Weight 140
lbs.; horses and geldings allowed 4 lbs. Entrance \$10 with \$50 added.

4th Race—Stewards' Stake, ½ mile; single dash; for
Indian horses only. Entrance \$5 with \$15 added.

RULES OF THE MEETING.

All disputes to be settled according to the rules of
the English Jockey Club. 2nd Not less than three
entries or no race. 3rd The Winner must be present
at the starting post at the time of the race. 4th Additional
race, each succeeding race.

4th Race—Keremeos Cup, ½ mile; single dash; for
horses of all ages; 3 years old and upwards 120 lbs. En-
trance \$10 with Silver Cup and \$50 added.

5th Race—Stewards' Stake, ½ mile; for beaten
horses; catch weights. Entrance \$5 with \$20 added.

STEWARDS.

All disputes to be settled according to the rules of
the English Jockey Club. 2nd Not less than three
entries or no race. 3rd The Winner must be present
at the starting post at the time of the race. 4th Additional
race, each succeeding race.

5th Race—Keremeos Cup, ½ mile; single dash; for
horses of all ages; 3 years old and upwards 120 lbs. En-
trance \$10 with Silver Cup and \$50 added.

6th Race—Keremeos Derby, 1 mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

7th Race—Keremeos Stake, ½ mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

8th Race—Keremeos Cup, ½ mile; single dash; for
horses of all ages; 3 years old and upwards 120 lbs. En-
trance \$10 with \$50 added.

9th Race—Keremeos Derby, 1 mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

10th Race—Keremeos Stake, ½ mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

11th Race—Keremeos Cup, ½ mile; single dash; for
horses of all ages; 3 years old and upwards 120 lbs. En-
trance \$10 with \$50 added.

12th Race—Keremeos Derby, 1 mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

13th Race—Keremeos Stake, ½ mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

14th Race—Keremeos Cup, ½ mile; single dash; for
horses of all ages; 3 years old and upwards 120 lbs. En-
trance \$10 with \$50 added.

15th Race—Keremeos Derby, 1 mile; single dash;
weight 140 lbs.; horses and geldings allowed 4 lbs. En-
trance \$10 with \$50 added.

16th Race—Keremeos Stake, ½ mile; single dash;
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17th Race—Keremeos Cup, ½ mile; single dash; for
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18th Race—Keremeos Derby, 1 mile; single dash;
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19th Race—Keremeos Stake, ½ mile; single dash;
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20th Race—Keremeos Cup, ½ mile; single dash; for
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21st Race—Keremeos Derby, 1 mile; single dash;
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The Daily Standard.

Friday, October 3rd, 1873.

Pacific Railway Scandal.

[From the Daily News, Aug. 29th.]

At the earliest possible moment, as we learn from an official statement in a Montreal paper, the whole of the circumstances relating to the Pacific Railway Scandal will be placed before a proper tribunal, and the members of the Canadian Ministry who have been implicated will be prepared to rebut the charges made against them. We sincerely hope that such will be the case. In the meantime the attitude of Lord Dufferin, the Governor-General of the Dominion, inspires the conviction that, however this matter may end, his reputation will remain untarnished. He has taken the informal opportunity afforded by a dinner in his honor to declare that, as far as he is concerned, justice will be done without delay or favor. It is unfortunate that the course taken by some Canadian public men and several Canadian journals should have necessitated any such statement from Lord Dufferin, and that the suspicions or party feeling of individuals should have found a new vent in unjustifiable charges and innuendos against him. While many persons in Canada are assuming guilt before hearing all the evidence, and are apparently reluctant to wait for the issue of an impartial investigation, the journals of the United States are expending much virtuous indignation upon the Canadian Ministry, and are not backward in expressing their gratification at the hindrances which have arisen to the immediate construction of a railway through British territory from the Atlantic to the Pacific.

Whatever the result of the present controversy may be, the merits of the Canadian Pacific Railway scheme will not be affected. It is a work which, though undertaken by Canada, is Imperial in its scope; for it at least promises when completed, to give to the merchants of Liverpool communication with the ports of China and Japan by a route which on land is wholly through British territory, and which in distance diminishes the journey by twelve hundred miles compared with that passing through the territory of the United States. Several years have elapsed since the scheme itself was projected; Mr. Alfred Waddington, a rich colonist of British Columbia, having devoted his fortune to give effect to it, and dying prematurely while urging its adoption. He was to this railway what the Welshman, John Plumer, was to the American line; the latter having proposed to make such a railway in the year 1836, when others got the credit of beginning in the year 1863. Mr. Waddington's surveys, pamphlets, and lectures produced some effect; but the incorporation of British Columbia with Canada made some such scheme apparently a necessity. At present the valuable province of British Columbia is to the Dominion, of which it forms a part, what Scotland would be to England if a thousand miles of wild country through which there was no roads intervened between them; and if in order to journey from Edinburgh to London, it was necessary to go round by Ireland. A condition of the incorporation of this province was that a railway should be constructed within ten years. To carry out this condition, the Government of Canada entrusted the charter of the railway to a Company presided over by Sir Hugh Allan. It is now contended that corrupt motives influenced the Government in making this selection. But whether this preliminary step were wisely or improperly taken, the railway itself, as a project remains.

What the project is may be learned in detail from a very interesting book just published, with the title of "Ocean to Ocean." The author, the Rev. G. M. Grant, was secretary to an exploring expedition, led to Mr. Sandford Fleming, Engineer-in-Chief of the Canadian Pacific and Intercolonial Railways. This expedition went last year from the port of Halifax, on the Atlantic, to the port of Esquimalt, on the Pacific, passing through the province of Manitoba, across the North West territory, recently in the possession of the Hudson's Bay Company, across the Rocky Mountains, down the Great Valley of the Fraser River, in British Columbia, across the Straits to Vancouver's Island, returning home by way of San Francisco and the American Pacific Railway. Mr. Grant's book is in the unpretending but most useful form of a diary kept from day to day and written on the spot. He is not the first traveller over the same ground who has narrated his experience. Captain Palliser was the head of a party sent out by our Government to reconnoitre the country some years ago—a task which he was three years in performing, and of which the minute record forms one of the most readable blue-books ever issued at the public expense. Lord Milton and Dr. Cheadle, in their adventurous "North-West Passage by Land," added considerably to our knowledge of the region; while Captain Butler, in his "Great Lone Land," gave a vivid and skillful picture of one part and aspect of the same vast tract. All these explorers agree in thinking the country not only well adapted for a railway, but also that it is a country of great natural wealth, abundant in minerals, well fitted to be a comfortable abode for the agriculturist and the miner, the fisherman and the mechanic, and destined to be the future home of millions of prosperous people. The Rev. Mr. Grant, who saw this country for the first time, and who travelled through it without a single prepossession derived from reading—for not till after his return home had he perused the works of preceding travellers—states his conclusion in words which coincide with the anticipation of Mr. Waddington and others. He assures us that the rugged and little known country extending from the Upper Ottawa to the Red River of the North is not, as is shown on American maps, impracticable for a railway, but is entirely the reverse; "that those vast regions of Laurentian and Huronian rocks, once pronounced worthless, are rich in mineral

as beyond conception, rich in gold, silver, copper, iron, tin, phosphates of lime, and—strange as the assertion may appear probably coal." Beyond these regions comes that tract of rich country called the Fertile Belt, "an immense tract of the finest land in the world, bounded on the west by coal formations so extensive that all other coal-fields are small in comparison." He can no more perfectly convey his own impressions and those of the scientific and professional men whom he accompanied, than in the words of another careful explorer, Professor Hind:—"It is a physical reality of the highest importance to the interests of British North America that a continuous belt, rich in water, woods and pasture, can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains." Over the Rocky Mountains themselves the route is comparatively easy. Whereas the American Pacific Railway has to surmount two mountain chains, one at the height of in round numbers, eight thousand, the other of seven thousand feet, the Canadian Railway would pass over one chain only, at the height of three thousand feet. The route through British Columbia would be difficult, but is said to be practicable; and then it would open up to commerce and settlement the western islands of the Pacific, "rich in coal, bituminous and anthracite, and almost every variety of mineral wealth, in lumber, fish, and soil, and blessed with one of the most delightful climates of the world." If the Canadian Pacific Railway were constructed, the loss of the Island of San Juan would be a matter of utter indifference; should the railway not be constructed, the acquisition of the Island of San Juan by the United States may be the precursor of the loss by this country of the entire Province of British Columbia. Such are some of the somewhat too enthusiastic, not to say ditzyrantic conclusions to which this work of Mr. Grant would seem to point. We cannot say that we can endorse all his optimistic convictions; but it is at least a pity that the prospects of a scheme which would probably be beneficial to civilization should be temporarily affected in public estimation by the serious scandal that is now engaging the attention of patriotic Canadians.

THE GREAT FAMILY WEEKLY.—THE CHRISTIAN UNION, an nonsectarian independent journal, devoted to religion, morals, reform, news, literature, science, politics and agriculture, trade, finance, &c., (monthly—five quarto) and containing household stories, choice poems, tales for children, &c., embracing contributions from well known and eminent writers. Henry Ward Beecher editor, and containing the Lecture Room Talk and Star Papers, as well as his powerful editorials and occasional reviews, and he is assisted by an able staff of skillful and experienced journalists, while the contributions embrace well known and eminent writers from every evangelical denomination, and the distinguished authors of literary circles in England and America while its literary attractions are unsurpassed. It has the largest circulation in the world of its class, and is most widely quoted. Mr. Tuckfield is agent for Messrs J. B. Ford & Co., the publishers, who will wait upon the citizens and show the Suberb French Oleograph, entitled "Little Runaway and her Pets," the premium presented to every subscriber. The picture is a fine simile of a \$120 oil painting by Lubricious, the latest and brilliant work of that great French painter.

New Advertisements.

Furnished Apartments

WITH OR WITHOUT BOARD,
CHURCH BANK HOUSE,
2nd Street, Victoria, B.C.

Boats For Hire.

ANY PERSONS WISHING TO HIRE
Boats can get them at James Bay
Bridge through the winter months
at one dollar per day.

Tenders.

SEALED TENDERS WILL BE RECEIVED until 10 o'clock p.m., on Wednesday the 8th inst., for grading and graveling Pender street between Quadra and Vancouver streets.

For Order of the Mayor and Council.
WM. LINDEN, C.M.C., Oct 2nd, 1873.

S. WHITLEY.

Dominion Livery Stables,

GOVERNMENT STREET,

Next the Hook and Ladder House.

BUGGIES, DRIVING AND SADDLE HORSES

For Hire on Reasonable Terms

Team For Hire.

GEORGE FRANCIS BEGS TO NOTIFY

the public that his team stands opposite his stable on Tremont Alley, ready for hire at any hour of the day or night.

Oct 1st.

Belmont Tanning and Boot and Shoe Manufacturing Co. Limited.

NOTICE TO SHAREHOLDERS.

THE FIRST GENERAL MEETING OF

the Shareholders will be held on Monday next

the 6th inst., at the Company's Office, Government Street, at 1 P.M.

J. C. BALES, Secretary.

Victoria, September 20th, 1873.

Oct 30th.

Fire Department Election.

Notice.

IN ACCORDANCE WITH THE PRO

visions of the Fire Department Act, 1870.

Notice is hereby given, that an Election for Chief Engineer and Assistant Engineer of the Victoria Fire Department will take place on MONDAY the 6th of October in the Hook and Ladder House on Government Street.

Polls will open at 10 A.M. and close at 4 P.M.

E. GRANCINI, President Victoria F.D.

Oct 29th.

GRAND BALL!

A RRANGEMENTS HAVE BEEN MADE

for giving a

GRAND BALL

At the Albermarle Hall, on the Evening of the 6th of October.

PROF. Schaffer's Band

Will be in attendance.

Dancing will commence at 8 o'clock.

TICKETS \$1; Ladies Free.

Oct 22.

LIBERAL ADVANCES MADE ON CONSIGNMENTS;

To Facilitate the Sale of Real Estate we

have complete Maps of Victoria

Esquimalt, New Westminster

and the Districts.

We CALL PARTICULAR ATTENTION TO OUR

facilities of Our Castle Side Yard, Centrally

located on Fort Street, where accommodations can be

found for every description of Stock.

This Establishment is unoccupied on the Fa-

cade.

B.—Parties desirous of selling their Stock, Stock in

Trade or Furniture, and not wishing the trouble of an

Auctioneers, may apply to us

confidentially.

13

LIBERAL ADVANCES MADE ON CONSIGNMENTS;

Stock kept or Article, Balance Sheets made out,

Statements Prepared and a general document drawn

confidentially transacted.

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Brandy,

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six Mark Biscuit Du-

rd Old Tom Gin,

Oldland Gin J. D. K. E.,

do do do

Whisky,

Bitters,

rd Orange Bitters,

soda

Bitters;

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peach Bitters,

do do

Boonecamp Stomach

longton Bitters,

soda

do do

Charet,

red (green label),

soda

as Bordeaux,

Petite Graves,

soda

white Wine,

Vines, such as:

Chambord, Volney,

St. George, and Nuits,

Burgundy,

ES:

doseillepint and quarts

Hand.

bulk, of different

and Daly's Whiskies in

in cases,

sking Cider in cases

a quartz and pints,

um and Lemon.

The Daily Standard

Friday, October 2nd, 1873.

DEATH.

At Olympia, on the 1st inst., David Dickson, aged 35 years. Late of the steamer North Pacific. The funeral will take place to-day from Langley street at 4 p.m.

Auction Sales To-Day.

T. B. HUMPHREYS.....Vates street....will sell at the Lion Brewery, at 12 noon, 100 head cattle.

The Second Provincial Exhibition.

This event, the second of a series inaugurated last year under the auspices of the Agricultural and Horticultural Society of British Columbia, took place yesterday at the City Pound and Buckley's Hall; the former being used for the exhibition of live stock, agricultural implements, &c., and the latter for the show of fruits, vegetables, grain, fancy work, and a variety of home manufactures.

In a former issue we have commented upon the numerical increase of entries in the different classes as compared with those of last year, and it is probable to the untiring energy of the committee of management and the able Secretary of the Society that so encouraging a result was arrived at.

From an early hour in the forenoon the judges were busily engaged in examining the different exhibits and awarding the premiums to those which they believed fairly entitled to the same, a task by no means enviable and always open to the adverse criticisms of disappointed exhibitors. We believe, however, that those gentlemen who kindly consented to act in this instance were peculiarly fortunate in meeting with a very general endorsement of their verdicts, by the exhibitors interested in the public at large.

The weather was scarcely as favorable as might be desired for an event of this nature, a strong wind prevailing and rather detracting from the pleasure of the spectators. The hall was very tastefully decorated with evergreen and ornamental wreaths, and the grounds were rendered of pleasing aspect by the flaunting of bunting and other decorations. During the afternoon the visitors visited His Excellency the Lieutenant Governor and party, and a large number of the sites of the city and neighboring districts.

About 4 o'clock in the afternoon the attendance was much larger than at any other hour, and we trust to be able to state that the exhibition was financially a success, as such a result would be in keeping with the merits of the enterprise and the exertions of its promoters.

Entering the hall the first exhibits to catch the eye were a variety of ornaments of dress—leather boots, shoes, sealskin, etc., the manufacturers of the Belmont Boot, Shoe and Tanning Co. on the left; and some very useful and commodious stove furniture from Mr. Keay's store on the right, and passing on, the fruit exhibited was particularly conspicuous; in this section some splendid sorts of apples surpassed the pears; the plums were of very fine quality as also were the grapes (black), a beautiful dish of quinces and a choice dozen peaches. Vegetables were well represented, the potato especially being abundant and of unusual growth and size. Several monster squash and two or three fine roots of celery were also of more than ordinary merit.

In the floral department the competition was not keen, a fact to be lamented since Victoria is admitted to possess a climate peculiarly favorable to horticulture, which was well demonstrated by the beautiful collection of plants from the nursery grounds of Messrs. Mitchell & Johnstone.

In the rooms arranged for the industries of ladies and young people some very curious specimens of wool, needle, and crocheted work were to be found and in the same locality were arranged, pencil, crayon and water color drawings, speaking very creditably for their respective artists; but the main attraction at this end of the hall was the magnificent and elaborate collection of marine shells exhibited by Mr. R. Homfray, whose exhibit was very well supported by a wonderful lot of native sponges, fish, mosses, and insects. The collection was exquisitely arranged by Mr. J. J. Cowley, a gem in hair too by Mrs. Jewell did not escape the notice of any who visited the vicinity of its location.

In the agricultural section of the exhibition Dr. Tolmie as usual came out strong in the class devoted to cattle, and Mr. W. Hunt's bull—3 years old and upwards—was very much admired and perhaps the "king" of his department; this animal, carried off the 1st prize with Mr. Tolmie, was awarded the gold medal. Dr. Tolmie's show horned bull, with the blue ribbon in class three, but from some error in entering, the judges placed Mr. Smith's exhibit ahead of him. The bulls were a good promising looking lot, but the cows scarcely up to the standard of prize cattle. Mr. Hy. Cogan had a very fine old ram which caught the eye of the judges in more classes than one, and Mr. A. Peatt's pen of 5 or 6 men with the award of first prize in their respective class.

Horses—General Sodden, a fortissimo in carrying off the 1st prize for stallions for backs without opposition, and his splendid pair of draught horses also secured a first prize. The entries in class 10—saddle horses—was not large, but it would have been difficult to find a competitor successful with his Excellency the Lieutenant Governor's "Charlie" who beat Mr. F. Saunders' horse for first prize. There were two capital entries with foals at foot, exhibited by Mr. G. M. Nicholson and Mr. Tolmie. The former carrying off the 1st and the latter the 2nd prize and there can be no doubt that these animals will throw stock of immense value to their owners.

The pigs were not numerous, Mr. Turgoose however exhibited the best breeding sow, and Mr. Henley the best boar.

The varieties of grain scarcely reached the expectation of the visitors, but the few sorts that were represented were of first rate quality.

There were a limited number of agricultural implements on the grounds all doing credit to our home manufacturers and several buggies, sulki, etc., which spoke volumes for Victoria. Taking the exhibition in a general view it was good and had there been no counter attraction would doubtless have been excellent. appended we give a list of premiums as near as possible to be obtained, although it is not improbable in the difficulty of procuring information we may have overlooked exhibits of merit and plaudited others in positions to which they are not entitled.

LIST OF PREMIUMS.

GATT.
Best Bull, 3 years old and upwards—1st prize, W. Hunt; 2nd prize, H. Brown.
Best Bull 1 year old—1st prize, W. F. Tolmie; 2nd prize, W. F. Tolmie.
Best Bull Calf—1st prize, H. King.
Best bred Cow in Calif. Milk—1st, G. G. Walker; 2nd, Hy. Smith.
Best Heifer under 3 years—1st, A. Peatt; 2nd, Jno. Pinneray.
Best Heifer, 2 years—1st, Hy. King; 2nd, Dr. Tolmie.
Best Heifer Yearling—1st, Hy. Smith; 2nd, W. Smethurst.
Best Heifer Calf—1st, P. Lester; 2nd, H. King.

SHEEP.

Best Ram, any age—1st, Hy. Cogan; 2nd, Dr. Tolmie.
Best Ram, 1 year old—1st, Hy. Cogan.
Best Lamb—1st, Hy. Cogan; 2nd, Wm. Smith.
Best Pen five Yearling Ewes—1st, A. Peatt; 2nd, W. Smith.
Best Pen five Ewes, any age—1st, A. Peatt; 2nd, W. Smith.

HORSES.

Best Stallion for Hacks—Geo. Stelly.
Best Mare with Foal at foot—1st, George Nicholas; 2nd, W. F. Tolmie.
Best 2 year old Gelding—S. Sandover.
Best 2 year old Colt—Jas. Kelly.
Best pair Draught Horses—G. Stelly.
Best pair Carriage Horses—W. Turgoose.
Best Saddle Horse—His Excellency Lieut. Governor Tratch; 2nd, F. Saunders.

PIGS.

Best Boar, any age—1st, W. Henley; 2nd, W. F. Tolmie.
Best Breeding Sow in Farrow—1st, W. Turgoose; 2nd, G. Stelly.
Best pen of 2 Sows under 12 months old, same year—1st, W. F. Tolmie; 2nd, W. Turgoose.
Best Boar not over one year old—W. F. Tolmie.
Best fat Pig—G. Stelly.

PIGEONS.

Best bushel Autumn Wheat—1st, H. Cogan; 2nd, W. D. Ferris.
Best bushel Chevalier Barley—1st, H. Helgesen; 2nd, W. D. Ferris.
Best bushel Oats—White—1st, Mitchell & Johnson; 2nd, H. Helgesen.
Best bushel Oats—Black—H. King.
Best pocket Hobo—no less than 100 lbs.—1st, Lowen & Rbd; 2nd, ditto.

PIGS.

Best 12 Turnips, Sweden—J. Kremler.
Best 12 do. White—1st, Jas Phillips; 2nd, S. W. Herings.
Best 12 Mangold Wurtzel, Long Red—John Soren.
Best 12 Carrots, White or Yellow—1st, J. Kremler; 2nd, Geo. Richardson.
Best 12 Carrots, Orange variety—J. Kremler; 2nd, W. Laier.
Best 3 Cabbages for Cattle—1st, S. W. Herings; 2nd, W. Laier.
Best 6 Kohl Rabi—H. Henley.
Best bushel Potatoes—1st, G. Richardson; 2nd, Jas Phillips.
Home Beans—W. D. Ferris, has certificate.

POTATOES.

Best 12 onions—1st, W. D. Ferris; 2nd, W. Herings.
Best 12 cooking—1st, W. Gregory; 2nd, R. Williams.
Best 12 largest and heaviest—1st, T. Trounce; 2nd, J. Sere.
Pears—Best 12 early autumn, dessert—1st, S. W. Herring; 2nd, J. Tratch.
Best 12 winter—1st, J. Fel; 2nd, J. Finerty.
Best 24 dessert plums—J. Fell.
Best 24 preserving plums—W. Gregory.
Best dish of three bunches grapes—Mitchell & Johnson; 2nd, do.
Best 12 quinces—W. Smith.
Best 12 peaches—T. Trounce.
Best collection of fruit—W. Gregory.

VEGETABLES.

Potatoes—Best peck kidney—H. Henley.
Best round variety—1st, G. Richardson; 2nd, H. Henley.
Best new variety—1st, H. Henley; 2nd, H. Henley.
Best brace cabbage other than cattle—1st, S. W. Herring; 2nd, J. Sere.
Best brace cauliflower—W. Laier.
Best 12 turnips—H. King.
Best 12 carrots—1st, John Sere; 2nd, G. Richardson.
Best 12 parsnips—1st, W. Laier; 2nd, W. D. Ferris.
Best 12 onions—1st, W. D. Ferris; 2nd, W. Laier.
Corn or maize, best 12 head—1st, S. Herings; 2nd, J. Kremler.
Celeri, best 12 bunches—John Sere.
Celeri, best 6 bunches—1st, John Sere; 2nd, W. Laier.
Squash, best brace—W. Laier.
Tomatoes, best 12—W. Laier.
Cucumbers, best brace—S. Herring.

FLORAL.

Best collection of plants—Pelegronium, fuchsias, balsams, foliage plants, etc., Mitchell & Johnson.
Best floral design—Miss Redfern.
Best dish of honey—W. C. Stiffen.
SECTION 3—AGRICULTURAL IMPLEMENTS.
Plough, best exhibited by manufacturer, W. L. Robertson; honorary certificate, W. D. Ferris.
SECTION 4—LADIES AND YOUNG PEOPLE'S WORK.
Pincers—1st, Miss E. Woods.
Pen and pencil—1st, Miss E. Woods.
Drawing—1st, Miss E. Woods.
Knitting—fancy—Honorary certificate, W. D. Ferris.
Ornamental penmanship—Mr. F. Richards.
Wood work—1st, Miss Barry; 2nd, Miss Partridge; honorary certificate, Miss S. Redfern.
Crochet work—1st, Mrs. G. Cameron; 2nd, Mrs. J. Cowley.
Fancy needle work, any kind—1st, Mrs. J. Cowley.
Fancy allover lace—1st, Mrs. J. Cowley.
Best design in hair work—Mrs. Jewell.

MISCELLANEOUS.

Collection of shells (marine)—Robt. Homfray.
Collection of insects—1st, J. J. Cowley; 2nd, Dr. Tolmie, two honorary certificates.
Cider—John Sere.
Black currant wine—H. Healey.
Red "—Mrs. Redfern.
Canned salmon—A. Loggie.
Beef—1st, G. Gowen; 2nd, Lundblad & Smith.
Boots, shoes, leather, &c.—Belmont Tanery Co.
Guine pigs—Miss Grace Adams.

SPECIALTIES—HONORARY CERTIFICATES.
Stov furnitures, &c.—G. C. Keays.
Sulky—W. Robertson.
Buggy—Duck & Sandover.
Book bindings, &c.—R. Williams.

Professor Schaffer's hand played at interest during the afternoon, greatly enhancing the pleasure of the proceedings.

THE DINNER.

In the evening the dinner, which was advertised to take place at the Pacific Telegraph Hotel, came off, and was in all respects a very successful and pleasant affair. Mine host, Astoria, fully maintained the prestige he has won as a first class caterer, his tables being abundantly supplied with the very best of everything the market could afford, and prepared in a manner that even the most exacting epicure could not find fault with. About forty guests sat down to dinner, while the host that was taking care of the Victoria, was considered a very fair beginning. The dinner was suspended at 10 o'clock, and the host that was taking care of the Victoria, was considered a very fair beginning. The dinner was suspended at 10 o'clock, and the host that was taking care of the Victoria, was considered a very fair beginning.

THE DREDGING OF THE HARBOR STOPPED.
The steam dredger, alias "the elephant," has been towed to her old moorings near to the bridge, and work, as announced yesterday, is suspended for the present. It appears the amount appropriated for the purpose has been expended.

SALE OF STOCK TO-DAY.—Mr. T. B. Humphreys will offer for sale at public auction to-day, at the lot adjoining the Lion Brewery, a few lots of 100 head of cattle, heifers, cows in calf, etc.

FOR THE INLET.—The tug Mastick from the Sound, will tow the Chieftain to the Inlet.

The Telfair left yesterday morning for Nanaimo, en route to Portland.

Brown won the boat race at Halifax by several lengths.

done to the good things so beautifully provided for the gratification of the inner man, the tables were cleared and the intellectual part of the entertainment commenced. The following toasts were given:

"The Queen"—God Save the Queen by the Band.

"The Governor General of Canada"—Muster of the Band.

"The Provincial Agricultural Society," by the Vice-President—Responded to by Mr. Ladner, of New Westminster District, who took occasion to remark that he thought the Provincial Agricultural Society was rather sectional in its operations, and that if the annual exhibitions of the Society were held alternately on the Island and the mainland, it would be easier to entice a wider interest there and add to its popularity.

The President observed that he fully coincided with the views to which Mr. Ladner had given expression, and hoped such an arrangement would shortly be brought about.

"The Officers of the Provincial Agricultural Society," proposed by Mr. Plummer—Responded to by Mr. Dalby and Mr. Russell.

"The Successful Exhibitors," proposed by Mr. Ferris—Responded to by Mr. Ladner and Mr. Russell.

"Trade, Commerce and Industries of the Province," proposed by Mr. Councillor Taylor in his usually forcible style—Responded to by Mr. C. B. Brown.

"Our Visitors," proposed by the Vice-President, and responded to by Mr. Leigh.

"The Ladies," the last but not the least important toast, was responded to in a very gay and feeling manner by Councillor Taylor.

An excellent band, under the direction of Mr. W. Haynes, discoursed sweet music to the interest of the occasion.

The company separated at an early hour, all pleased with the evening's entertainment.

SAANICH AGRICULTURAL EXHIBITION.

A SUCCESS—Large Attendance.

The farmers of the two agricultural districts of North and South Saanich held yesterday on the occasion of holding the annual exhibition of live stock, produce, poultry, domestic manufactures, etc. The settlers in both districts, together with their families, were present in large numbers, and a few visitors were present from Victoria and outlying districts. About four o'clock, His Excellency the Governor, Mrs. Tratch, Miss Pinder, Mr. A. Pinder, drove on the ground, and were received by the show committees. A few minutes previous to the arrival of the Governor's party, the Hon. Chief Commissioner and the Minister of Finance and Agriculture appeared, and were warmly received by the farmers. There were also present, the members of the Legislative Assembly who were present; the farmers responded with a will. A prettier site could hardly have been selected for the Fair than that chosen, viz., the old schoolhouse near to Eckstein's hotel. With the smiling valley beneath, bounded by the forest of stately pines, and with the sun's rays lighting the picturesque scene, one could hardly wish for a lovelier spot. Evergreen in abundance, and in horned cattle we believe the number exhibited would equal those shown in Victoria. Grain, roots, fruits, the latter mostly contributed by Mr. A. C. Anderson, would do credit to any exhibition. We noticed a novelty in the way of a washing machine, manufactured in the district by a young Canadian named Copland, and for which a special prize was awarded. Space will not permit us to allude to the several awards, and which deserve honorable mention, we will therefore follow with a list of prizes, together with the successful competitors.

